

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Estonian SSR)

REPORT

SUBJECT 1. Railroads and Roads in Estonia
2. Economic and Naval Information on Estonia

DATE DISTR. 29 November 1955

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NO. OF PAGES 10

DATE OF INFO.

REQUIREMENT NO. RD

PLACE ACQUIRED

REFERENCES

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DATE ACQUIRED

This is UNEVALUATED Information

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Comments:

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1. On page 4, para. 2, Silusi is probably Silmsi (N 59-07, E 25-19); Maa is probably Mao (N 58-55, E 25-36).
2. On page 4, para. 4, Koru is probably Karu (N 58-50, E 25-08); Saravere is probably Sarevere (N 58-46, E 25-25).
3. On page 5, para. 2, Viluveri appears on available maps as Vilurere (N 58-37, E 24-52).
4. The following populated places in Estonia are given with their coordinates in the order in which they appear in the report:

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Rapla (N 59-00, E 24-47)
Tõri (N 58-48, E 25-25)
Jarva Jaani (N 59-02, E 25-43)
Loksa (N 59-35, E 25-42)
Tamsalu (N 59-09, E 26-07)
Liiva (approximately N 59-23, E 24-44)
Võhna (N 59-23, E 24-24)
Manniku (approximately N 59-20, E 24-42)
Kiisa (N 59-14, E 24-41)
Kohila (N 59-11, E 24-45)
Lohu (N 59-07, E 24-46)
Hagudi (N 59-04, E 24-49)
Virtsu (N 58-33, E 23-31)

Keava (N 58-57, E 24-55)
Lelle (N 58-52, E 25-01)
Pärnu (N 58-24, E 24-30)
Karu (N 58-50, E 25-08)
Kolu (N 59-11, E 25-03)
Viljandi (N 58-22, E 25-35)
Kirna (N 58-50, E 25-29)
Paide (N 58-53, E 25-34)
Vodja (approximately N 58-56, E 25-38)
Esna (N 58-57, E 25-45)
Narva (N 59-23, E 28-11)
Maardu (N 59-26, E 25-02)

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STATE X ARMY X NAVY

(Note: Washington distribution indicated by "X"; Field distribution by "#")

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Jagala Laager (N 59-25, E 25-13)
Tartu (N 58-23, E 26-43)
Lehmja (N 59-23, E 24-51)
Vaida (N 59-17, E 24-58)
Kose Risti (N 59-10, E 25-11)
Silusi (see Comment No. 1, above)
Ardu (N 59-06, E 25-21)
Maa (see Comment No. 1, above)
Kõigi (N 58-50, E 25-45)

Risti (N 58-47, E 25-45)
Saku (N 59-18, E 24-39)
Koru (see Comment No. 2, above)
Saravere (see Comment No. 2, above)
Suur Jaani (N 58-32, E 25-28)
Viluvare (see Comment No. 3, above)
Ellamaa (N 59-04, E 24-10)

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Economic/Military Information on ESTONIA

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- Annex 1. Sketch of TURI and PAIDE junctions
- Annex 2. Sketch of PAIDE Station

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B. The Estonian Railway - narrow gauge network (see Annexe 1 & 2)

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2. The TALLIN-TURI-TAMSALU Railway

Terrain

All along the railway line the country is flat, slightly undulating in places and swampy and wooded in many sections. The whole terrain is intersected by numerous small rivers and streams.

Permanent way

The whole narrow gauge network is single-tracked. The gauge is of approximately 75 centimeters. The ballast used is of sand and gravel of good quality. Only wooden sleepers are used. Owing to the flatness of the terrain there are no sharp curves or gradients.

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/Bridges

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Bridges

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Owing to the swampy terrain and numerous streams intersecting the country there are many bridges and culverts. Bridges are rather small and are all made of wood.

Signalling and safety system

The signalling and safety system is out of date. There is telephonic and telegraphic train control and all stations have the manual block system.

Electrification

There are no electrified sectors on that railway. Larger stations have electric light supplied from the local power stations. The others have no electricity at all.

Rolling stock

Rolling stock in general is in a very good state of repair. Pre-war Estonian locomotives have disappeared almost completely and have been replaced by new Soviet ones. 25X1

Passenger carriages are mainly bogie type and there is only one class - "hard". Goods rolling stock consists of two-axle and bogie wagons. 25X1

Stations

Most stations are rather small and appear to have an inadequate number of sidings. There are also very few engine sheds and workshops but each station has one or sometimes two loading ramps. The average length of loading ramps on smaller stations is 4-6 two-axle wagons. Passing loops are somewhat short. the average length of a passing loop is no more than about 25 wagons. the average length of freight trains is 40 axles. 25X1

Track capacity and traffic

The normal track capacity is about 10-15 trains per day in each direction. 25X1
owing to the fact that the train loads often contain heavy machinery such as tractors and lorries heavy military equipment could be carried without greater difficulties. 25X1

The speed of trains is in general very slow. On the other hand the whole network works quite efficiently and there is no great interruption of normal traffic during the spring floods or during the heavy snow falls and blizzards. once or twice, owing to a severe blizzard, trains were stopped for about 24 hours. 25X1

Vulnerability

it appears that this narrow gauge network which serves a great part of Estonian territory is vulnerable in many respects, and that destruction of several sections of the permanent way (particularly in the swampy areas where the track bed and the bridges are not very solidly built) might easily disorganise the functioning of the whole network. 25X1

The TALLIN-TURI -TAMSALU line

information concerning the TALLIN-TURI-TAMSALU line: (the distances are shown in kilometres from TALLIN VAIKE station) 25X1

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the TALLIN VÄIKE station is the main narrow gauge station in TALLIN (VÄIKE in Estonian means small. In railway terminology it means narrow gauge).

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3 km. LIIVA Junction of the main line and a branch to VÄANA. Two-story brick station building. 2-3 sidings; one loading ramp for approximately 4 wagons. Electricity supply is from TALLIN. The VÄANA branch runs West and there is also a siding running from the South to the VÄANA branch which allows a direct connection between VÄANA and the South without shunting of wagons at LIIVA as in TALLIN-VÄIKE. The Station building at LIIVA is in the middle of the letter "V" formed by these two tracks.

9 km. MANNIKU A small station but of some importance since it serves the MANNIKU Military Training Center adjoining the station.

21 km. KIISA Two-story wooden plastered station building. Three sidings; small loading ramp for approximately 4 wagons and in addition, a store with loading ramp for 3 wagons.

29 km. KOHILA One-story wooden station; 3 sidings; one loading ramp for 3-4 wagons.

36 km. LOHU One-story wooden station; 2 sidings; one loading ramp for 3-4 wagons.

42 km. HAGUDI One-story wooden station; 2 sidings; one small loading ramp.

50 km. RAPLA Junction Branch line to VIRTUSU. Large two-story station. 6-7 sidings; water supply.

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several engines were always shunting wagons there. There is one loading ramp, rather a long one. Electricity supply from the local power station.

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57 km. KEAVA Two-story wooden station. 2 sidings; two loading ramps; one with a store building for approximately 3-4 wagons and the other for approximately 4 wagons. Electric light.

68 km. LELLE Junction An important station. Junction of TAMSALU and PARNU branches. Two-story wooden station; 6 sidings; water supply. there was no engine shed. Loading ramp. Electric light.

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78 km. KARU One-story wooden station; 2 sidings; one loading ramp for 3-4 wagons.

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87 km. KOLU Similar to KARU station.

94 km. TURI Junction The largest station on that line. Junction of TAMSALU and VILJANDI branches. Two-story wooden green painted station, 7-8 sidings; engine shed and probably some repair shops; water and electricity supply. Two loading ramps - one for approximately 6 wagons the other probably longer.

102 km. KIRNA One-story wooden station, painted green; 2 sidings; one loading ramp for 3-4 wagons and a store with ramp for 2 wagons. Electric light.

107 PAIDE Two-story brick station. 2 sidings; in addition one industrial siding to the grain store and one siding running north to the peat bog. There are two bridges at PAIDE. One over the PARNU river south of the station and the other on the northern side. Both are rather small. The station has its electricity supply from the town power station. There are two loading ramps, one for approximately 10 wagons and the other for 6 wagons.

/116 km. VODJA....

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116 km. VODJA Small wooden station painted green. 2 sidings; small loading ramp for approximately 3-4 wagons.

125 km. ESNA Similar to VODJA station

135 km. JARVA JAANI Two-story wooden station, painted green. 2 sidings; loading ramp.

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C. The project of the TURI-TAMSALU Railway

In 1954 local papers in the PAIDE area published information about the construction of a new railway line from TAMSALU through PAIDE to TURI. The new railway was to be of Russian gauge and to run almost parallel to the present narrow gauge line TURI-PAIDE-TAMSALU.

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D. Roads in Estonia

1. The LENINGRAD road

A newly built highway connecting TALLIN with LENINGRAD. This road runs in almost a straight line parallel with the old NARVA road and South of it. From TALLIN the road runs through MAARDU and JAGALA LAAGER. The road is metalled and is approximately 6 meters wide. This is the most modern and the best road in Estonia.

The old hard surface NARVA road is still in use.

2. The TALLIN-TARTU road is an old metalled road approximately 5 metres wide. The bridges are mainly wooden but some are made of concrete.

The road runs from TALLIN through LEHMJA-VAIDA then in the direction of KOLU. After crossing the river PIRITA there is a newly built sector by-passing KOLU and running straight to KOSE RISTI. From there the road runs through SILUSI and ARDU and further south to MAA where it joins the PAIDE-TURI road. From MAA it runs through KOIGI to RISTI and further south eastwards to TARTU.

3. MAA-PAIDE-TURI road

This road is the same width as the TARTU road. Between MAA and TURI it is metalled, except for the section within the town boundaries in PAIDE where there are Russian-type cobbles (bulyzhnik).

4. TALLIN-RAPLA-TURI-VILJANDI road

The section TALLIN-SAKU is metalled. From there the surface is gravel. This road is approximately 4 meters wide.

This road and the TALLIN-TARTU road, is one of the few links connecting TALLIN with the South of Estonia. It runs from TALLIN through SAKU-KIISA-KOHLA-HAGUDI to RAPLA. Then through KEAVA-LELLE-KORU to TURI. To TURI it runs almost parallel to the narrow gauge railway. From TURI the road runs through SARAVERE-SUUR JAANI to VILJANDI. At SARAVERE (Approx. 3 km, south of TURI station) there is a large wooden bridge across the river PARNU.

5. General

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quite a number of main roads in Estonia are in a good state of repair and are maintained properly by the local authorities. All metalled and gravel surface roads are fit for traffic in all seasons except for a period during the spring thaw usually in April, when all gravel and metalled roads are closed for approximately three weeks.

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[] this precaution is taken in order to preserve hard surfaces from the destructive effects of mud and melting snow. [] it appears that in general the hard surfaces are of poor quality and are laid either without foundation or on a very poor one. [] after the spring thaw there are small holes and cracks in it. Frost does not affect the road surface. [] another factor which often hinders traffic is wet and slippery snow. [] there is never a great depth of snow on the Estonian roads. The maximum is about 50 centimeters. But the snow is often extremely slippery and all motor vehicles have to carry chains and sand boxes. During that kind of weather any cross country traffic is out of the question too. [] during the war the Germans always kept to the roads for the same reasons.

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All other types of earth roads are impassable during the spring thaw.

E. Industry

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[] industrial enterprises:

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PAIDE

1. The only large industrial enterprise there is the snowplow factory situated opposite the station and next door to the Grain Store. This factory supplies all parts of the Soviet Union with snowplows. [] the factory is to be enlarged and will probably become the largest one in the U.S.S.R. for the manufacture of snowplows.

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TURI

2. [] two industrial enterprises in TURI: The paper factory [] A large brick-kiln supplying TURI and PAIDE areas with bricks.

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VANDRA (near VILUVERE Junction)

3. A large textile factory producing linen.

VILJANDI

4. Another large textile factory producing linen. [] that both the VANDRA and VILJANDI factories belong to the largest textile mills in Estonia.

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ELLAMAA (62 kilometres Southwest of TALLIN)

5. [] ELLAMAA Electric Power plant is the largest in Estonia. He had heard that owing to the large peat bogs nearby the power plant works on peat instead of coal. The ELLAMAA plant supplies a very large area with electricity. TURI and PAIDE are also within the ELLAMAA

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/electricity.....

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electricity network. The furthest point in the PAIDE area supplied by the ELLAMAA plant is MAA, 3 kilometers northeast of PAIDE.

F. LOKSA Harbour

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2. LOKSA Harbor is situated in the southeastern corner of LAHTA Bay in the Gulf of Finland. It is approximately 65 kilometers by road to TALLIN. The harbor itself is one kilometer west of the village of the same name. The whole area is thickly wooded. The coast is mainly flat and sandy with some rock, particularly on the northern side of the harbor. there are certain navigational obstacles because all ships leaving the harbor sail approximately 2 miles straight westwards and then make a sharp turn to the north.

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3. The harbor is used only by small craft (fishing boats). There are repair workshops; there is also a large brick kiln in the harbor area. The harbor has its own small electric power plant. All the installations are somewhat primitive but the harbor is to be enlarged and modernised.

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4. There are no naval personnel there. The only uniformed people there were the Frontier Guard personnel stationed somewhere in the LOKSA village.

There are numerous Soviet fishermen in LOKSA. They live in the new dwellings built for them by the government.

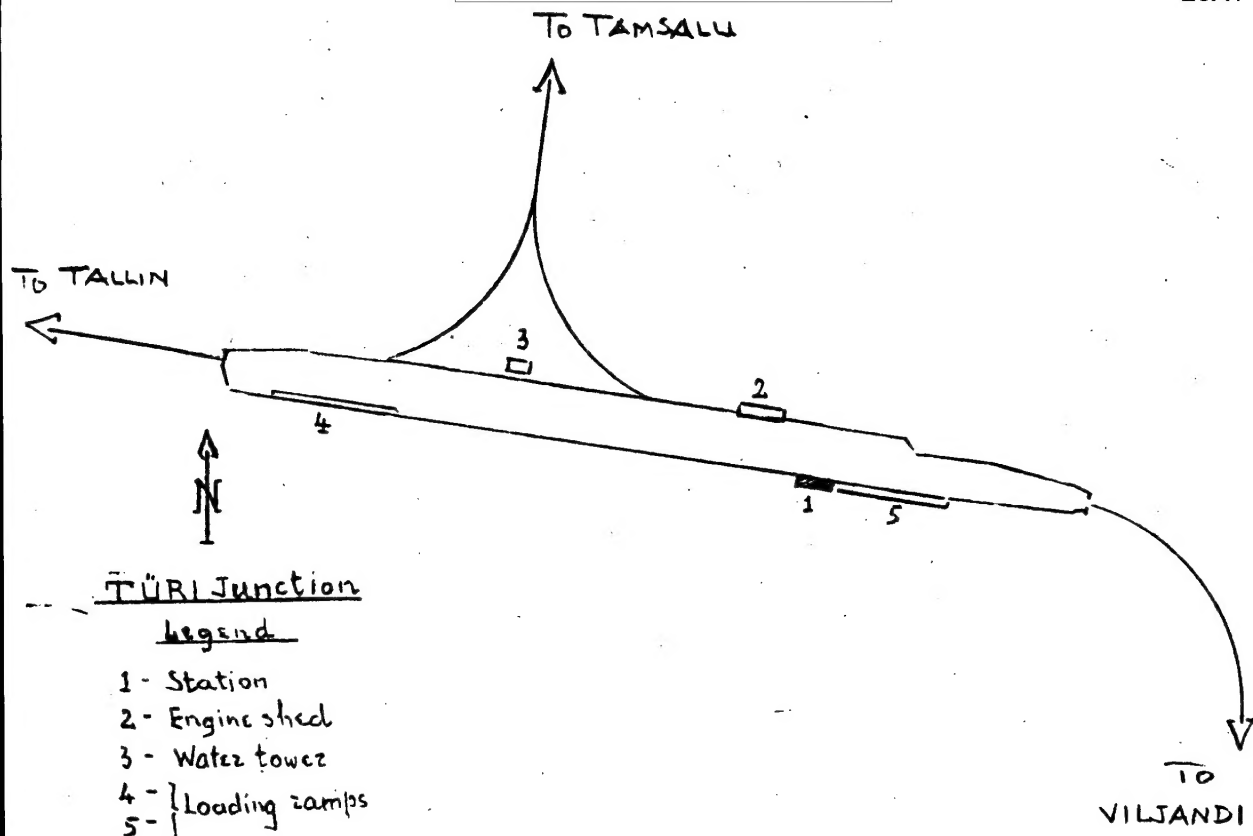
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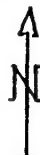
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TO TALLIN

LELLE JunctionLegend

- 1 - Station
- 2 - Water tower



1

2

TO TÜRI

TO PÄRNU

ANNEXE
Sketch
 of TÜRI and LELLE junctions

Not to scale

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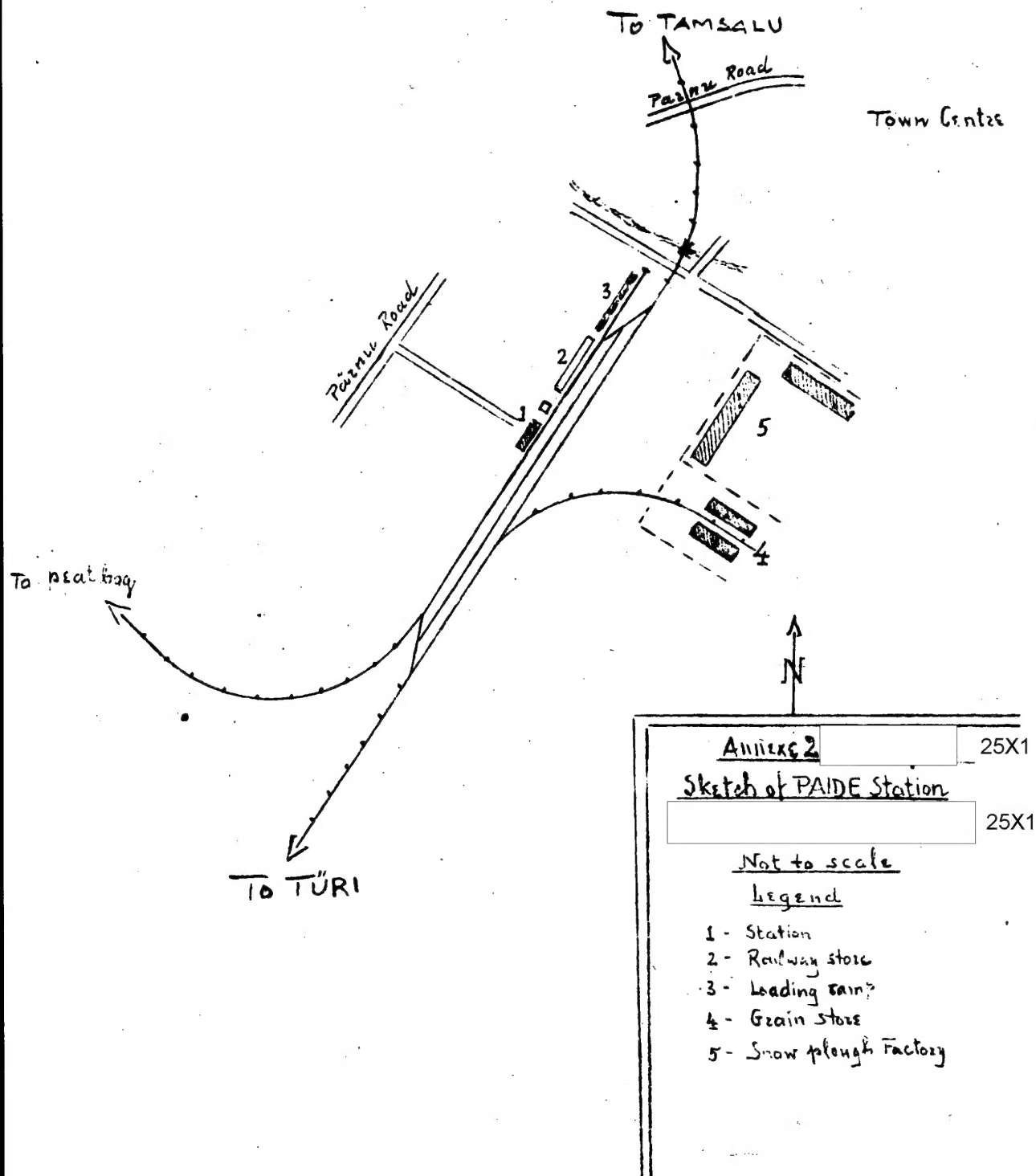
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